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SOVIET PRODUCTION OF AUTOMOTIVE COMPONENTS;
PARTS SHORTAGES; NEW AUTOMATIC PLANT

ZIS SUBSIDIARY MODERNIZED -- Moscow, Moskovskaya Pravda, 22 Feb 53

The Moscow Automobile Aggregate Plant was built in 1946 as a subsidiary of the Moscow Automobile Plant imeni Stalin. Today, it not only fulfills the needs of the parent plant for automotive parts, but also ships 40 percent of its output to other plants of the automobile industry.

In a 2-year period, the plant has increased output 14.6 percent and raised labor productivity 12.8 percent. In this same period, the plant has replaced some of its old machine tools with newer, more productive Soviet-made equipment. American-made broaching machines were replaced by machines made by the Moscow Automobile Plant imeni Stalin. These Soviet-made broaching machines occupy one third the space and are more productive than the American-made machines.

The plant produces hundreds of thousands of bushings for automotive main bearings. Formerly, bushing surfaces were finished by hand, with a brush; now they are finished on a special machine built at the plant, and the finished bushings are wrapped in paper by still another special machine.

The greater part of the machine tools at the plant have been modernized. Hand feed on lathes has been replaced by pneumatic feed, and pneumatic clamping devices have been installed on most of the machine tools. In the smelting department of the foundry, double heat-treating furnaces have been built, and the loading of pistons into furnaces has been mechanized.

Changing the design of two glands for automotive vehicles made it possible to reduce the consumption of coil sheet steel by 47 tons yearly, and a change in washer gaskets saved 13.8 tons of metal. The plant saved 253 tons of ferrous and more than 30 tons of nonferrous metal in 1952.

Two years ago, rejects in casting pistons were as high as 12 percent; today, they do not exceed 3.5 percent. Losses due to rejects have been cut in half in this same period.

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Plant workers have promised to fulfill the 1953 plan by 25 December and to raise labor productivity by at least 12 percent. -- N. Mit'kin, director, Moscow Automobile Aggregate Plant

SAVE SPRING STEEL -- Moscow, Moskovskaya Pravda, 3 Feb 53

At the Moscow Ressora Plant, improved techniques for laying out and cutting spring leaves made it possible to save 17 tons of high-grade steel in January alone. An additional 800 tractor springs were made from this steel.

Between-operations conveyance of metal and parts is being mechanized. A conveyer carries spring leaves from the cutting machine to the heat-treating furnace, and a monorail conveyer has been set up in the heat-treating department. Plant specialists visited the Gor'kiy Automobile Plant and the Moscow Automobile Plant and found that these plants expended more labor in making springs for the Moskvich automobile than the Ressora Plant does. For example, at the Moscow Automobile Plant, it takes 55 minutes to make one No 400-2912012 spring, while at the Ressora Plant it takes only 28.5 minutes.

In the first part of 1953, the plant will convert all metal-heating equipment from liquid to gas fuel.

CARBURETOR PLANT DOUBLES OUTPUT -- Moscow, Pravda, 11 Feb 53

By organizing its output according to a daily schedule, the Leningrad Carburetor Plant imeni V. V. Kuybyshev more than doubled its production level between 1949 and 1952. The average gross output per worker has increased almost 60 percent, and the average output per unit of equipment has increased correspondingly in the same period.

At the same time that output was increased, the number of complaints about the plant's products decreased. In 1949, the plant received complaints about 0.83 percent of its total output; but in 1952, it received complaints about 0.05 percent of total output. Seven shops are turning out only excellent-quality products.

In 1950, production costs were reduced 23.5 percent; in 1951, 19.6 percent; and in 1952, 17.4 percent above each preceding year.

However, the daily schedule is still disrupted at times, in a recent instance because Krol', plant chief of production, in spite of orders from the Division of Technical Control, failed to issue the necessary quantity of hard stainless steel.

Sometimes the daily schedule is disrupted because of poor handling of technological problems. For instance, several changes had to be made in the design and production process of filters. The Division of the Chief Designer turned out the necessary blueprints in good time, but workers of the Division of the Chief Metallurgist made changes in the process without taking into consideration the fact that the shop did not have the proper equipment and that the necessary tool had not been prepared. As a result, production of the product was held up a week.

Sometimes delays are attributable to external factors such as late delivery of supplies. The present system of setting limits on leftover materials for the current year at the beginning of the fourth quarter does not facilitate smooth operation, especially during the first quarter of the following year. This system does not take into account the normal depletion of material reserves in October, November, and December. Hence there are shortages in January of the following year.

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The Ministry of Automobile and Tractor Industry does not always fill the plant's advance orders in time. Thus, the failure to deliver several tons of special steel which the plant ordered in July 1952 caused a long delay in the output of diesel apparatus in January 1953.

It has been noted at the plant that the second half of a given shift is more productive than the first half. Thus, the next logical step is to put work on an hourly schedule to assure an even rate of work throughout the shift. -- M. Shmakalov, director, Leningrad Carburetor Plant imeni V. V. Kuybyshev

TRUCK REPAIR DELAYED -- Yerevan, Kommunist, 24 Dec 52

The Yerevan Automobile Repair Plant, Ministry of Automobile Transport Armenian SSR, performs capital repair of GAZ-MM and GAZ-51 trucks, GAZ-03-30 busses, and GAZ-51 and ZIS-150 truck engines; but the plant is not fulfilling its plan, and the quality of repairs is low. The plant's chief engineer attributes these shortcomings to the failure of the Armenian SSR office of Glavavtotraktorosbyt (Main Administration for Sales, Ministry of Automobile and Tractor Industry) to supply spare parts regularly. However, the plant's failures can be explained by poor planning, insufficient control of the quality of repair work, and primitive methods in the repair shops.

PRODUCES TRACTOR AND TRUCK PARTS -- Yerevan, Kommunist, 31 Jan 53

In 1953, the Yerevan Avtodetal' Plant will organize the series production of 14 spare parts. First to go into series production will be four new parts for the ZIS-150 transmission, three parts for the GAZ-51 housing, and seven new parts for three different tractors. In January, the plant started mass production of two new parts for the GAZ-51 truck.

Plant innovators have designed an electric shaft furnace for normalizing ZIS-5 axle shafts, which raises productivity $2\frac{1}{2}$ times.

Chief Technologist, A. Alpetyan, is studying progressive work methods at the Moscow Automobile Plant imeni Stalin -- A. Mardzhanyan, director, Yerevan Avtodetal' Plant.

BUILD AUTOMATIC PLANTS -- Copenhagen, Land og Folk, 15 Jan 53

According to telegrams from Moscow, Pravda has announced that a new, completely automatic plant has been put into operation in Kuybyshev. This plant, operated by only ten persons, who control and repair the machinery, produces machine parts at the rate of 2,000 tons per day. It is the third of its kind to be put into operation in the USSR. The first one, put into operation in 1951, produces pistons for trucks. It has functioned satisfactorily since its establishment. The second plant, put into operation a few days ago in Moscow, produces colters for tractor plows.

Petrozavodsk, Leninskoye Znamya, 23 Dec 52

The automatic piston plant in Moscow has a daily output of 3,500 pistons.

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